Attachment 2

Strategic Growth Plan
Preliminary Working List of
Proposed Transportation Projects

Governor's Strategic Growth Plan

Preliminary Working List of Proposed Transporation Projects by Region

($ in thousands)

BAY AREA				
Alameda/Contra Costa	24	Caldecott Tunnel	$	140,000
Alameda	880	Corridor/op improvements		100,000
Alameda		Inter-City Rail		15,100
Alameda		Park-and-Ride/Ped-Bike		9,300
Contra Costa	4	Widening		60,000
Contra Costa		Park-and-Ride/Ped-Bike		200
Marin		Park-and-Ride/Ped-Bike		23,400
Napa	12	Widening		65,000
San Francisco	101	Doyle Drive		330,000
San Mateo		Park-and-Ride/Ped-Bike		1,300
Santa Clara	101	Construct lanes		150,000
Solano		Park-and-Ride/Ped-Bike		4,000
Solano	80/680/12	Construct I/C		300,000
Sonoma	101	HOV lanes		60,000
Sonoma		Park-and-Ride/Ped-Bike		9,000
Transporation Technology (ITS)				150,000
		Total	*$*	*1,417,300*

SOUTHERN CALIFORNIA (Los Angeles County / Orange County)				
Los Angeles	405	HOV lanes	$	350,000
Los Angeles	5	Shoulder widening/Carmenita		100,000
Los Angeles	10	HOV lanes		280,000
Los Angeles		Inter-City Rail		290,000
Los Angeles		Park-and-Ride/Ped-Bike		39,660
Orange	91	Corridor improvements		320,000
Transporation Technology (ITS)				195,000
		Total	*$*	*1,574,660*

SOUTHERN CALIFORNIA (Inland Empire: Riverside County / San Bernardino)				
Riverside	215	Widening	$	265,000
Riverside		Park-and-Ride/Ped-Bike		6,130
San Bernardino	15	HOV/managed lanes		250,000
San Bernardino	58			301,000
San Bernardino		Park-and-Ride/Ped-Bike		70
Transporation Technology (ITS)				65,000
		Total	*$*	*887,200*

Governor's Strategic Growth Plan

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($ in thousands)

SAN DIEGO COUNTY / IMPERIAL COUNTY				
Imperial	78	Brawley Bypass	$	51,000
San Diego	5	HOV mixed flow, aux. lanes		250,000
San Diego	15	Managed lanes		100,000
San Diego	805/905	Corridor improvements/new fwy		110,000
San Diego		Inter-City Rail		69,400
San Diego		Park-and-Ride/Ped-Bike		19,940
Transporation Technology (ITS)				70,000
		Total	*$*	*670,340*
CENTRAL VALLEY				
Sacramento	5	HOV lanes	$	100,000
Sacramento	80	HOV lanes		85,000
Sacramento	50	HOV lanes		90,000
Sacramento	99	SR 99/Elverta Rd I/C		15,000
San Luis Obispo		Park and Ride/Ped.		4,300
Sutter	99	SR/99/Riego Rd I/C		15,000
Sutter	99	F.R. Bridge widening		47,000
Yuba	70	4-Lane expressway		25,000
Fresno, Kern, Madera, Merced, Tulare		SR 99 Corridor Enhancement Master Plan		1,000,000
Transporation Technology (ITS)				20,000
		Total	*$*	*1,401,300*
CENTRAL COAST				
Monterey	156	4-lane expressway	$	65,000
San Benito	156	4-lane expressway		60,000
San Luis Obispo	46/41	Widening		25,000
Santa Barbara	101	Widening		80,000
		Total	*$*	*230,000*

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($ in thousands)

NORTH STATE, MOUNTAIN, AND EASTERN SIERRA COUNTIES				
Butte	70	4-lane expresway	$	20,000
Butte	70	4-lane expresway		25,000
Del Norte		Park-and-Ride/Ped-Bike		600
El Dorado		Park-and-Ride/Ped-Bike		9,300
Humboldt		Park-and-Ride/Ped-Bike		500
Inyo		Park-and-Ride/Ped-Bike		1,000
Mendocino	101	Willets Bypass		130,000
Mendocino	101	Hopland Bypass		50,000
Mendocino		Park-and-Ride/Ped-Bike		3,000
Placer		Park-and-Ride/Ped-Bike		7,200
Shasta/Trinity	229	Buckham		146,000
Shasta	5	Widening		50,000
Shasta	44	Annex lanes		20,000
Shasta		Park-and-Ride/Ped-Bike		2,900
Tehama		Park-and-Ride/Ped-Bike		1,800
Trinity		Park-and-Ride/Ped-Bike		1,000
		Total	*$*	*468,300*

Governor's Strategic Growth Plan -- GoCalifornia
$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: Performance Projects - Highways

Summary of Major Mobility Improvements Regional Priority Routes ($3.3 Billion)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
Regional Priority Routes					
Twenty major projects on California's urban freeway corridors are identified for funding. The corridors and projects have significant statewide, inter-regional or regional importance and have large funding needs. Ensuring improvements are on the ground in the ten year mobility horizon has overriding value for improved mobility and throughput. The corridors and projects by GoCalifornia region are:	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Alameda Contra Costa	24	Complete Caldecott Tunnel Corridor	$ 140,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Solano	80/680/12	Construct Interchange Complex and HOV Lanes	$ 300,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Alameda	880	Construct Corridor and Operational Improvements	$ 100,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Contra Costa	4	Widen in Contra Costa County	$ 60,000
.	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Napa	12	Widen from 2-lane conventional to 4-lane expressway	$ 65,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Sonoma	101	Construct HOV lanes between Santa Rosa and Windsor	$ 60,000
Central Coast - Santa Barbara and Ventura Counties: - US 101: Widen in Santa Barbara and Ventura Counties	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Santa Clara	101	Construct additional lanes both directions from San Benito County line north to Cochran Road	$ 150,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Santa Barbara Ventura	101	Widen in Santa Barbara and Ventura County	$ 80,000
Central Valley - Sacramento County: - I-5: Construct HOV lanes in Sacramento County - US 50: Construct HOV lanes in Sacramento County - I-80: Construct HOV lanes in Sacramento County	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Sacramento	5	Construct HOV lanes in Sacramento County	$ 100,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Sacramento	50	Construct HOV lanes in Sacramento County	$ 85,000
North State, Mountain and Eastern Sierra County - Shasta County: - I-5: Construct additional freeway lane on both direction in Shasta County	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Sacramento	80	Construct HOV lanes in Sacramento County	$ 90,000
Southern California - Los Angeles and Orange Counties: - I-405: Complete Northbound HOV from I-10 to US-101 in Los Angeles County - I-5: South widening and improve Carmenita Road Interchange in Los Angeles County - I-10: Construct HOV from Puente to SR-57 in Los Angeles County - SR 91: Construct freeway and operational improvements in Orange County	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Shasta	5	Construct additional freeway lane on both direction in Shasta County	$ 50,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Los Angeles	405	Construct Northbound HOV from I-10 to US-101	$ 350,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Los Angeles	5	South widening and improve Carmenita Road Interchange	$ 100,000
Southern California - Inland Empire (San Bernardino and Riverside Counties): - I-215: Widen from east junction SR 60 south to I-15 junction in Riverside County - I-15: Construct HOV, Mixed Flow and Auxiliary Lanes in San Bernardino County	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Los Angeles	10	Construct HOV from Puente to SR-57 in LA County	$ 280,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Orange	91	Construct freeway and operational improvements	$ 320,000
San Diego and Imperial Counties: - I-5: Construct HOV, Mixed Flow and Auxiliary Lanes in San Diego County - I-15: Construct North/South Managed Lanes in San Diego County - SR 905: Construct new 6-lane freeway in San Diego County	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	Riverside	215	Widen from east junction SR 60 south to I-15 junction	$ 265,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	San Bernardino	15	Widen for HOV and add Managed Lanes	$ 250,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	San Diego	5	Widen for HOV, Mixed Flow and Auxiliary Lanes	$ 250,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	San Diego	15	Construct Managed Lanes - North/South Segments	$ 100,000
	Safety, Mobility, Accessibility, Reliability, Productivity (Throughput)	San Diego	805/905	Complete Corridor Improvements and New Freeway Route	$ 110,000
* COS (32%) included				**TOTAL - Regional Routes**	**$ 3,305,000**

Governor's Strategic Growth Plan -- G*oCalifornia*
$12 Billion G.O. Bond
Preliminary Working list of Proposed Projects: SR 99 Master Plan

Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan ($6 Billion Plan -- $1 Billion G.O. Bond)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County					
Highway 99 is the transportation backbone of the San Joaquin Valley from Kern County through San Joaquin County. The "Enhancement Plan" and the final draft "Business Plan" to implement it, include over $6 billion of investments to bring the corridor to a full freeway standard, add capacity/lanes overall, improve and add interchanges, and make other improvements. These documents are available on the Department of Transportation District 6 web-site. The package of projects in this document for "performance projects" includes all major highway categories of improvements and are divided into the Business Plan's four priorities. The price tag for these improvements is over $5 billion. It is recommended that $1billion of the $5 billion highway need be funded through bonds as a "downpayment" towards future additional non-bond funding from a combination of traditional and increased revenue streams, future local measures, and development mitigation impact fees. This later category is specifically needed for interchange modifications and new construction for local road connections. This strategy allows major critical investments on other additional Focus Routes statewide providing large Mobility Improvements to all areas of the State that remain underserved by freeway and expressway facilities. **Potential Needs for Legislative Reform and Protecting the Bond Investment** The following areas should be considered as required actions to protect the planned investment for both the bonds and future revenues: 1) preparation and enforcement of a comprehensive SR 99 ramp metering plan with phased implementation, 2) agreement to ramp metering by local agencies as a condition of receiving funds, 3) enforcement of existing Congestion Management Program statutes tying capital programs (STIP) to local congestion reduction programs, and 4) comprehensive assessment and cumulative transportation impact mitigations for corridor impacts from proposed growth.	**Priority 1 - Freeway Conversion**				
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare Fresno	99	Widen from 4E to 6F	$ 138,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Convert 4E to 6F on 8 LN FWY R/W	$ 55,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4E to 6F on 8 LN FWY R/W Allignment	$ 94,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4E to 6F on 8 LN FWY R/W Allignment	$ 129,000
				Subtotal - Priority 1	**$ 416,000**
	Priority 2 - Capacity Increasing Projects				
	Safety, Mobility, Accessibility, Reliability, Productivity	Kern	99	Phased widen to 8F	$ 50,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Widen from 4F to 6F	$ 95,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Widen from 4F to 6F	$ 115,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Widen from 4F to 6F	$ 80,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Widen from 4F to 6F	$ 104,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Widen from 6F to 8F	$ 45,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Widen from 6F to 8F	$ 200,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Widen from 4F to 6F	$ 51,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Widen from 4F to 6F	$ 62,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Widen from 4F to 6F	$ 74,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Widen from 4F to 6F	$ 93,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Widen from 4F to 6F	$ 156,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4F to 6F	$ 157,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4F to 6F	$ 120,000

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SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County					
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4F to 6F	$ 65,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4F to 6F	$ 47,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Merced	99	Convert 4F to 6F	$ 60,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Widen 6F to 8F	$ 143,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Widen 6F to 8F	$ 74,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Widen 6F to 8F	$ 89,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Widen 6F to 8F	$ 57,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Widen 6F to 8F	$ 59,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Joaquin	99	Widen to 6 Lanes	$ 123,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Joaquin	99	Widen 4F to 6F	$ 152,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Joaquin	99	Widen 4F to 6F	$ 215,000
				Subtotal - Priority 2	**$ 2,486,000**
	Priority 3 - Major Operational Improvements				
	Safety, Mobility, Accessibility, Reliability, Productivity	Kern	99	Construct Auxiliary Lane	$ 26,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Kern	99	Construct Auxiliary Lane	$ 30,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Kern	99	Near Olive Road	$ 17,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Kern	99	At D20 the 7th Standard Rd Interchange	$ 14,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Paige Ave Interchange	$ 52,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Cartmill Ave Interchange	$ 46,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Caldwell Ave Interchange	$ 51,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Betty Dr Interchange	$ 53,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Construct NB & SB Auxiliary Lanes	$ 169,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Floral Rd/SR 43 Interchange	$ 23,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Central Ave/Chestnut Ave Interchange	$ 53,000

Governor's Strategic Growth Plan -- G*oCalifornia*
$12 Billion G.O. Bond
Preliminary Working list of Proposed Projects: SR 99 Master Plan

Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan ($6 Billion Plan -- $1 Billion G.O. Bond)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County					
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Ventura Ave Interchange	$ 53,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Cedar Ave/North Ave Interchange	$ 53,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Toulumne St to Stanislaus St	$ 10,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Shaw Ave Interchange	$ 45,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Route 152 Interchange	$ 79,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Route 99/123 Interchange	$ 58,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Route 99/145 From S. Madera OC to N. of Route99/145 Gateway Interchange	$ 12,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Route 99/145 Interchange	$ 36,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Avenue 12	$ 54,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Modify Interchange - SR-165 (Lander Ln)	$ 43,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Modify Interchange - Standiford	$ 97,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Reconstruct Interchange - Route 132 Exp	$ 49,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Modify Interchange - Pelandale	$ 74,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Reconstruct Interchange - Hammett Road	$ 85,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Reconstruct Interchange - Mitchell Rd/Service Rd	$ 92,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Reconstruct Interchange - Pine Street	$ 88,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Recontruct Interchange - Whitmore Ave	$ 27,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Reconstruct Interchange - Kiernan Ave/SR-219	$ 60,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	Reconstruct Interchange - West Main Street	$ 30,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Stanislaus	99	New Freeway to Freeway Interchange SR132 to SR132 East	$ 88,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Joaquin	99	Reconstruct and Combine Interchanges (Phase 1&2)	$ 79,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Joaquin	99	Reconstruct Interchange - Morada Ln	$ 75,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Joaquin	99	Reconstruct Interchange - Eight Mile Rd	$ 68,000
				Subtotal - Priority 3	**$ 1,889,000**

Governor's Strategic Growth Plan -- G*oCalifornia*
$12 Billion G.O. Bond
Preliminary Working list of Proposed Projects: SR 99 Master Plan

Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan ($6 Billion Plan -- $1 Billion G.O. Bond)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County					
	Priority 4 - New Interchanges				
	Safety, Mobility, Accessibility, Reliability, Productivity	Kern	99	Near Hoskings Road	$ 19,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Tulare	99	Commercial Ave Interchange near Agri-Center	$ 45,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Fresno	99	Grantland Diagonal	$ 45,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Madera	99	Ellis Ave Interchange	$ 100,000
				Subtotal - Priority 4	**$ 209,000**
				TOTAL - SR 99 Master Plan	**$ 5,000,000**

* COS (32%) included

G.O. Bond **$1,000,000**

Assumes $1 Billion of Performance Projects in Bond as "downpayment" for full future package of $5 Billion. (Note: Complete Master Plan includes additonal elements such as roadside rest stops and other categories for total of $6 Billion.)

Governor's Strategic Growth Plan -- *GoCalifornia*
$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: Performance Projects - Highways

Summary of Major Mobility Improvements State Inter-Regional and Focus Routes ($1 Billion)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
State Inter-Regional and Focus Routes					
SR 99 Corridor Enhancement Master Plan (Kern to San Joaquin County) is listed separately and not included here. This is a strategic package of major projects on seven state inter-regional routes and combined corridors (e.g. SR 99/70 and SR 152/156) that, when complete and combined with the SR 99 Corridor Enhancement Master Plan projects, will ensure a strong foundation for inter-regional mobility of people and goods in California. Reforms and conditions for bond funding should include requirements for ramp metering and other strategies identified in the Route 99 Corridor Enhancement Master Plan element. The importance of these seven routes and the projects are briefly summarized below. **SR 99/70 in Northern Sacramento Valley (I-5/99 junction to SR 149 in Butte County) –** converts two-lane conventional corridors to four-and-five-lane expressways, completes key segments to freeway by constructing interchanges, and provides additional capacity and throughput for current and projected future populations. Connects the Sacramento, Yuba-City and Chico urbanized area with an improved facility, saves lives by removing two lane segments, supports improved freight movement. **SR 58** – converts over thirty miles of two-lane conventional highway to four-lane expressway and constructs a SR/SR interchange at the SR 58/395 junction. Five-axle trucks comprise fifty-percent of the traffic from the I-15/I-40 east towards Bakersfield. Project has major freight benefits. **International Access Routes/SR 78 –** completes four-lane bypass around the town of Brawley. Improves inter-regional and international through movement of people and goods. Additional major environmental justice benefits for the Brawley community and opportunities for improved land use, transportation, housing and jobs linkages in Imperial County. **US 101** – **North Coast –** closes two strategic freeway gaps to improve mobility along the North Coast. Completes Willitts Bypass and contributes major funding towards the completion of Hopland Bypass. **SR 152/156 –** converts two major conventional roadway segments to four-lane expressway. Projects have major safety and mobility benefits for travel from the Bay Area to the Monterey Peninsula and from the Central Valley to US 101. **SR 46/41 –** widens important east west inter-regional routes for people and goods movement. Provides higher level facility to new urbanized area Paso Robles. **SR 299/44/36** – **North State –** completes "Buckhorn" to allow STAA trucks to travel direct from I-5 at Redding to US 101 near Eureka and into the Port of Humboldt, now prohibited due to the existing curvilinear alignment that causes truck off tracking. This is the only viable alternative to get STAA trucks into the north coast. STAA trucks cannot access the Port on US 101 north due to environmental restrictions at Richardson's Grove that pre-empt major improvements to the route. Project has significant North State benefits for economic development including at the Port of Humboldt, overriding safety benefits, in addition to reliability and productivity benefits. SR 44 widening reduces congestion in the Redding urbanized area and also improves inter-regional through movement for people and goods.					
	SR 99/70 - Northern Sacramento Valley				
	Safety, Mobility, Accessibility, Reliability, Productivity	Butte	70	Upgrade to 4-lane Expressway	$ 20,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Butte	70	Upgrade to 4-lane Expressway and construct new interchange	$ 25,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Yuba	70	Upgrade to 4-lane Expressway	$ 25,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Sutter	99	SR 99 / Riego Rd Interchange	$ 15,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Sutter	99	Phase 2 : Feather River Bridge Widen	$ 47,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Sacramento	99	SR 99/ Elverta Interchange	$ 15,000
				Subtotal	**$ 147,000**
	State Route 58 Corridor				
	Safety, Mobility, Accessibility, Reliability, Productivity	San Bernardino	58	SR 395 / SR 58 I/C	$ 60,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Bernardino	58	Construct to 4-lane Expressway (Kramer Junction)	$ 144,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Bernardino	58	Widen to 4-lane expressway (Hinkley)	$ 97,000
				Subtotal	**$ 301,000**
	International Access Routes (SR 78)				
	Safety, Mobility, Accessibility, Reliability, Productivity	Imperial	78	Brawley Bypass - Stages 2 and 3	$ 51,000
				Subtotal	**$ 51,000**
	U.S. 101 Corridor - North Coast				
	Safety, Mobility, Accessibility, Reliability, Productivity	Mendocino	101	Willits Bypass	$ 130,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Mendocino	101	Hopland Bypass	$ 50,000
				Subtotal	**$ 180,000**
	State Route 152/156 Corridor				
	Safety, Mobility, Accessibility, Reliability, Productivity	Monterey	156	Convert 2-lane conventional to 4-lane expressway	$ 65,000
	Safety, Mobility, Accessibility, Reliability, Productivity	San Benito	156	San Juan Bautista - 4-lane expressway	$ 60,000
				Subtotal	**$ 125,000**
	State Route 46/41Corridor				
	Safety, Mobility, Accessibility, Reliability, Productivity	San Luis Obispo	46	Widening	$ 25,000
				Subtotal	**$ 25,000**
	State Route 299/36/44 Corridor - Northern California				
	Safety, Mobility, Accessibility, Reliability, Productivity	Shasta/Trinity	299	Buckhorn	$ 146,000
	Safety, Mobility, Accessibility, Reliability, Productivity	Shasta	44	Construct auxiliary lane in Shasta County	$ 20,000
				Subtotal	**$ 166,000**
				TOTAL - All Routes	**$ 995,000**

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Preliminary Working List of Proposed Projects: Performance Projects - Highways

Summary of Major Mobility Improvements State Inter-Regional and Focus Routes ($1 Billion)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
State Inter-Regional and Focus Routes					

* COS (32%) included

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Preliminary Working List of Proposed Projects: Highways -- Corridor Mobility

Summary of Major Mobility Improvements Corridor Mobility Management Program ($500 Million)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
Corridor Mobility Management Program (CMMP)					
Corridor mobility management has the highest impact for reducing daily vehicle hours of recurrent delay on the State's most heavily congested urban freeway corridors, in its most highly populated urban areas. Corridor management includes the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS) that restore productivity to congested freeway corridors. TMS is the "wiring" to provide real-time corridor performance information and TOPS is a set of three levels of corridor improvements (from intelligent infrastructure and auxiliary lanes to HOV system completion and Freeway direct connectors) that work together for improved corridor performance. Delay reduction will occur in the near-term 2016 mobility horizon, however the largest benefits will be captured in following years. Regional ITS Architecture implementation and local system coordinated corridor improvements will be required. (ITS includes California architecture and ITS mainstreaming efforts). Initially, ten preliminary corridors have been identified to implement this program through intensive study, modeling & diagnostics to identify exact locations and causes of congestion. Combined they have the highest congestion in the State and offer most immediate opportunities to reducing recurrent delay. **Additional State, regional, and local dollars will be needed for each set of corridor improvements depending upon the magnitude of recurrent delay and types of infrastructure projects needed to restore productivity in the corridor.**	Applies to All Corridors: Safety, Mobility, Accessibility, Reliability, Productivity (Throughput), System Preservation, Return on Investment /Lifecycle Cost	Major corridor segments only described below. Corridor evaluations, diagnostics, and modeling to identify the best mix of strategies, actions, and projects to restore capacity will be the first tasks for this element. Resulting corridor plans will include complete corridor improvement costs. A corridor is preliminarily defined for purposes of the CMMP, as all transportation systems, regardless of jurisdiction or mode, that taken as a whole, provide major mobility opportunities through a larger geographical area on a major travel path. Corridors typically include the state highway, major local parallel arterials, intersecting local arterials, ramps and ramp meters, signal controls, and transit and rail as applicable. Costs of Full Corridor improvement to be determined in near term studies. Improvement costs are CMMP eligible regardless of jurisdiction or mode. COST OF FULL CORRIDOR IMPROVEMENTS TO BE DETERMINED IN NEAR-TERM STUDIES.			
Essential Considerations for Potential Statutory Reforms and New Practices for Maximum Performance:		**Preliminary Corridors for Corridor Mobility Management Program - Corridors to be refined**			
Biennial Assessment and Report to Legislature on Corridor Data Requirements and Heath of Collection Systems for Real Time Performance Measurement – establish a statewide evaluation group of Department of Transportation, regional, local, and modal agencies to assess data needs and recommend improvements for collection, maintenance, integration and application to corridor analysis. **Ramp metering –** all new, modified, and reconstructed interchanges and ramps should be required to be metered. A phase in plan needs to be done jointly between the Department of Transportation and the regional and local agencies based on corridor and system analysis. **Reinforce** and strengthen existing STIP Guidelines and CMP statutory provisions for congestion reduction, performance measurement and project funding.		**Bay Area - $150 Million**			
		Alameda Contra Costa	80	SR 4 South of Carquinez to Bay Bridge	$ 50,000
		Alameda San Joaquin	580 205	I-880 in Oakland to I-5 in Tracy	$ 50,000
		Santa Clara Alameda	880	I-280 in San Jose to I-80 in Oakland	$ 50,000
		Los Angeles/Orange/Riverside/San Bernardino - $280 Million			
		Los Angeles Orange San Diego	5	Mexico International Border to Los Angeles/Kern County Line	$ 80,000
		Los Angeles San Bernardino Riverside	10	SR 1 to SR 60 in Riverside	$ 50,000
		Los Angeles San Bernardino Riverside	60	I-10 in Los Angeles to I-10 in Riverside	$ 50,000
		Los Angeles Orange Riverside	91	I-110 in Los Angeles to I-215 in Riverside	$ 50,000
		Los Angeles Orange	405	I-5 Junction near Irvine in Orange County to Junction I-5 in Los Angeles County	$ 50,000
		San Diego - $50 Million			
		San Diego	15	I-5 to the Riverside County line	$ 50,000
		Sacramento - $20 Million			
		Sacramento	50	I-5 to the El Dorado County line	$ 20,000
		Subtotal (includes $300 mil CMMP and $200 mil ITS)			**$ 500,000**
				TOTAL	**$ 500,000**

* COS (32%) included

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Preliminary Working List of Proposed Projects: Inter-City Rail

Summary of Major Mobility Improvements Inter-City Passenger Rail ($500 Million)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
Inter-City Passenger Rail					
California's Inter-City Passenger Rail services provide valuable modal options for inter-city travel and transfer along several of the State's most highly congested freeway corridors. The three rail corridors, Pacific Surfliner, Capitols and San Joaquins carry over 4.5 million passengers each year with 2016 projected ridership of 7.2 million. Targeting funds to the improvement package below provides nearer-term mobility and safety benefits and strengthens the foundation, operations, and expansion of the inter-city passenger rail services. **Purchase Locomotives and Passenger Cars -** improves frequency of inter-city passenger rail service on all corridors - Pacific Surfliner, Capitol Corridor, San Joaquins. **Construct Grade Separations -** improves safety, reduces motor vehicle delay and improves inter-city passenger service reliability. Additional benefits to freight movement. **Add Tracks to Pacific Surfliner and Capitol Corrridors -** adds capacity for inter-city passenger services and reduces delay from freight scheduling priority on tracks. Additional benefits to Metrolink in Southern California and freight movement. **Complete Final Engineering and Right of Way for Run-Through Tracks at Los Angeles Union Station (LAUS) for the First Project Phase -** once completed through construction, project will allow increased service levels and reliability to meet projected demand at the State's most heavily used intermodal station. LAUS intermodal station connects/transfers between Amtrak trains and buses, long distance Amtrak trains, regional Southern California Regional Rail Authority Metrolink commuter trains, Los Angeles Metro subway, light rail lines and local and regional transit routes. **Construct San Diego Surfliner Layover Facility** - needed for expanded service frequency, for the cleaning, storing, and servicing rail cars. **Synergistic and Complementary Benefits** - improved mobility and modal choices in parallel congested corridors such as the I-80 (Capitols) and the I-5 (Surfliner) and the SR 91 and I-10 (Metrolink). Adds value and opportunities for corridor mobility management.	Mobility, Reliability, Productivity	Various	Capitol, San Joaquin, Pacific Surfliner	Purchase 40 Bi-level Inter-City Passenger Rail Vehicles (Cars and Locomotives)	$ 125,000
	Mobility, Reliability, Productivity	Placer	Capitol Corridor	Roseville - Sacramento 3rd Track	$ 500
	Mobility, Reliability, Productivity	Alameda	Capitol Corridor	Oakland to San Jose (CP Coast Double Track)	$ 13,000
	Mobility, Reliability, Productivity	Santa Clara	Capitol Corridor	Santa Clara-San Jose 4th Main Track	$ 2,100
	Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	Final Engineering and Purchase ROW for Run Through Tracks at LA Union Station	$ 40,000
	Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	DT Junction to La Mirada 3rd Track (Triple Track)	$ 36,000
	Safety, Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	Passons Grade Separation (Triple Track)	$ 37,000
	Safety, Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	Pioneer Grade Separation (Triple Track)	$ 34,000
	Safety, Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	Los Nietos / Norwalk Grade Separation (Triple Track)	$ 64,000
	Safety, Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	Lakeland Grade Separation (Triple Track)	$ 17,000
	Safety, Mobility, Reliability, Productivity	Los Angeles	Pacific Surfliner	Rosecrans / Marquart Grade Separation (Triple Track)	$ 62,000
	Mobility, Reliability, Productivity	San Diego	Pacific Surfliner	Double Track and Bridge Improvements	$ 19,400
	Mobility, Reliability, Productivity	San Diego	Pacific Surfliner	San Diego/National City Layover Facility - Design and Construct Layover Facility	$ 50,000
				TOTAL - Inter-City Passenger Rail	**$ 500,000**

* COS included as part of Caltrans contracts with Railroads and other Agencies.

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Preliminary Working List of Proposed Projects: Other Transit

Summary of Major Mobility Improvements Park-and-Ride / Pedestrian-Bike Facilities ($200 Million)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
Park-and-Ride / Pedestrian-Bike Facilities					
This package of projects improves and expands alternative transportation options, improves communities and places, and supports healthy lifestyles. It includes four major elements for increased funding: 1) local bicycle and pedestrian facilities; 2) high value statewide, inter-regional and corridor bicycle and pedestrian facilities; 3) park-and-ride facilities, and 4) corridor enhancements. Specific projects are identified for State Routes and Corridors. Funds for Local and Regional Routes will be a "lump-sum" total amount of $50 million awarded through the Department of Transportation Bicycle Program in a discretionary competitive grant application process. The park-and-ride improvement projects were identified in the 2005 Caltrans Park-and-Ride and HOV Transit Enhancement Project Final Report. These projects will enhance public transit express bus service in the State's metropolitan areas resulting in decreased congestion and improved productivity of the transportation system. Projects range from expanding lots with high demand, to improving transit access, maintenance, and security enhancements. **Synergistic and Complementary Benefits** – supports smart growth overall and adds opportunities to integrate park-and-ride and express bus services to increase transit ridership in the State's heavily congested freeway corridors.	**State Routes and Corridors**				
	Safety, Mobility, Accessibility	San Mateo	1	Mirada Surf (non-motorized) Transportation Facility	$ 1,300
	Safety, Mobility, Accessibility	Shasta	299	Dana to Downtown Bicycle and Pedestrian	$ 2,900
	Safety, Mobility, Accessibility	San Luis Obispo	101	Route 101 Multi-use Path	$ 4,300
	Safety, Mobility, Accessibility	Inyo	395	See Vee Pioneer Bike Path	$ 1,000
	Safety, Mobility, Accessibility	Various	Various	Zurich to Laws Rails to Trails Bike Path	$ 4,600
	Safety, Mobility, Accessibility	Various	Various	On-demand bicycle lockers	$ 800
	Safety, Mobility, Accessibility	Humboldt	96	Hoopa Transportation Enhancements	$ 500
	Safety, Mobility, Accessibility	Mendocino	1	Pacific Coast Bike Route Phase 2	$ 1,500
	Safety, Mobility, Accessibility	Mendocino	1	Pacific Coast Bike Route Phase 3	$ 1,500
	Safety, Mobility, Accessibility	Del Norte	101	Yurok Transportation Enhancements	$ 600
	Safety, Mobility, Accessibility	Tehama	99	Los Molinos Traffic Calming	$ 1,800
	Safety, Mobility, Accessibility	Trinity	299	Big Flat Enhancements on Route 299	$ 1,000
	Safety, Mobility, Accessibility	San Diego	905	Otay Mesa International Border Crossing	$ 8,200
				Sub-Total	**$ 30,000**
	Local and Regional Routes and Corridors (Competitive Grant Program)				**$ 50,000**
	Park-and-Ride Facilities				
	Safety, Mobility, Accessibility, Preservation	Contra Costa	80	HILLTOP	$ 200
	Safety, Mobility, Accessibility, Preservation	Solano	80	HIDDENBROOKE	$ 4,000
	Safety, Mobility, Accessibility, Preservation	Alameda	84	ARDENWOOD	$ 9,300
	Safety, Mobility, Accessibility, Preservation	Marin	101	101 Direct Access Ramps Sir Francis Drake Boulevard Improvements & Kerner/Francisco East/Anderson underpass connector	$ 6,600
	Safety, Mobility, Accessibility, Preservation	Los Angeles	110	ARTESIA	$ 2,800
	Safety, Mobility, Accessibility, Preservation	Marin	101	HETHERTON	$ 10,300
	Safety, Mobility, Accessibility, Preservation	Sonoma	101	LAKEVILLE	$ 9,000

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Preliminary Working List of Proposed Projects: Other Transit

Summary of Major Mobility Improvements Park-and-Ride / Pedestrian-Bike Facilities ($200 Million)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
Park-and-Ride / Pedestrian-Bike Facilities					
	Safety, Mobility, Accessibility, Preservation	Marin	101/ 580	101/ 580 Fwy-Fwy Connector HOV connector Priority II	$ 6,500
	Safety, Mobility, Accessibility, Preservation	Los Angeles	10	UNITED METHODIST CHURCH	$ 900
	Safety, Mobility, Accessibility, Preservation	Los Angeles	10	INDIAN HILLS MARKET PLACE	$ 2,000
	Safety, Mobility, Accessibility, Preservation	Los Angeles	14	NEWHALL - EAST LOT	$ 2,550
	Safety, Mobility, Accessibility, Preservation	Los Angeles	57	PATHFINDER RD	$ 9,700
	Safety, Mobility, Accessibility, Preservation	Los Angeles	60	DIAMOND BAR - WEST	$ 110
	Safety, Mobility, Accessibility, Preservation	Los Angeles	110	ARTESIA	$ 2,600
	Safety, Mobility, Accessibility, Preservation	Los Angeles	118	LUTHERAN CHURCH	$ 9,000
	Safety, Mobility, Accessibility, Preservation	Los Angeles	210	LONE HILL	$ 10,000
	Safety, Mobility, Accessibility, Preservation	San Diego	5	CARMEL VALLEY	$ 2,000
	Safety, Mobility, Accessibility, Preservation	San Diego	15	MIRA MESA/I-15	$ 1,200
	Safety, Mobility, Accessibility, Preservation	San Diego	15	CARMEL MOUNTAIN PLAZA	$ 10
	Safety, Mobility, Accessibility, Preservation	San Diego	15	CALVARY CHAPEL	$ 80
	Safety, Mobility, Accessibility, Preservation	San Diego	15	PENESQUITOS	$ 110
	Safety, Mobility, Accessibility, Preservation	San Diego	55	LINCOLN	$ 5,700
	Safety, Mobility, Accessibility, Preservation	San Diego	56	NEW HOPE CHURCH	$ 40
	Safety, Mobility, Accessibility, Preservation	San Diego	56	RANCHO CARMEL PLAZA	$ 2,600
	Safety, Mobility, Accessibility, Preservation	San Bernardino	71	CHINO	$ 70
	Safety, Mobility, Accessibility, Preservation	Riverside	60	ORANGE ST.	$ 5,700
	Safety, Mobility, Accessibility, Preservation	Riverside	91	GALLERIA	$ 170
	Safety, Mobility, Accessibility, Preservation	Riverside	91	IGLESIA LA SENDA	$ 260
	Safety, Mobility, Accessibility, Preservation	El Dorado	50	LATROBE	$ 9,300
	Safety, Mobility, Accessibility, Preservation	Placer	80	TAYLOR RD	$ 7,200
				Sub-Total	**$ 120,000**
				TOTAL - Park-and-Ride / Pedestrian Bike Facilities	**$ 200,000**

* COS (32%) included

Governor's Strategic Growth Plan -- Go*California*
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Safety and Preservation Projects

Summary of Major Improvements Safety and Preservation ($1.5 Billion)	Primary Performance Indicators by Project	County	Route / Corridor	Project Description	Cost* (Thousands)
Increased SHOPP Investment					
The $1.5 Billion SHOPP increased level of investment ensures higher performance of the State Highway System for safety and rehabilitation (preservation). Current investment levels cannot keep up with the rising rate of vehicle accidents caused by increased VMT on two-lane conventional state highways nor with levels of pavement deterioration and other conditions caused by an aging system and increased travel demand.	Applies to SHOPP All Categories Safety, Mobility, Reliability, Productivity (Throughput), System Preservation, Return on Investment/Lifecycle Cost	Various	Various	State Highway Operations and Preservation Program (SHOPP). Includes $33 Million for Doyle Drive in San Francisco County.	$ 1,500,000
	TOTAL				**$ 1,500,000**